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THE ADMIRAL'S CORNER

"Challenge '74"

Coast Guard Reservists have been most responsive to the many initiatives advanced in recent months. The Reserve has shifted to an augmentation mode of operations effectively; new tasks in support of Regular Coast Guard missions are being undertaken--initial efforts are being refined. No longer do I find large numbers of reservists sitting in the classroom. Today's Coast Guard reservist is generally interested and enthusiastic about his role as a fully operational part-time Coast Guardsman.

Our readiness posture has been spruced up--it will be given an in-depth test shortly when we recall men in a 48-hour service-wide mobilization test. Men from each unit will be tested; all reservists will be contacted.

Our schools have been changed to provide primarily augmentation courses. An "augmentable" reservist is a mobilization resource. Any man fully capable of handling a Regular Coast Guard task can be assigned readily to a mobilization billet.

True, we've taken a round turn on our grooming standards. There are those who want looser standards, but this will not be. All evidence points to the need for reservists to look sharper because a good image must be presented to the public. I intend that commanding officers use their discretion in achieving this improved appearance. Certainly, no harsh abrupt change is intended--yet, a careful, mature improvement is expected.

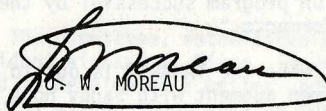
I truly believe we can maintain our strength and our capability to perform in the coming months. With all hands turned to in meaningful augmentation of Regular Coast Guard units and missions--with every reservist committed to a strong recruiting drive--I cannot perceive any failure ahead.

We must achieve all this in a fully volunteer climate--sooner than later.

It is then timely that we in the Coast Guard Reserve accept the challenge: "Challenge '74".

"To attain 110 percent strength with seasoned, experienced men capable of performing all augmentation and mobilization billets assigned; and with the Coast Guard Reserve operating in a full-volunteer mode by 30 June 1974. At that time, the Coast Guard Reserve must be ready--if need be--to permit all men who do not volunteer to discharge their remaining "obligated service" in the active status pool without further attendance at drills or active duty for training. The Reserve should be in such a condition that the Commandant will be capable of satisfying all Reserve requirements with a 100 percent volunteer force. Any man incapable of full performance for any reason should not be retained."

This is my challenge to all officers and petty officers in the Reserve. I promise you my full support and I enjoin you to accept the challenge--Challenge '74!


U. W. MOREAU



ROA HONOREE--Congressman John J. McFALL (D-CA), boards the Medium Endurance Cutter RESOLUTE during a Coast Guard Reserve Officers Association sponsored affair in his honor at Stockton, California. The Congressman, chairman of the Transportation Subcommittee of the House Appropriations Committee, was saluted for his activities in support of the Coast Guard Reserve, including the recent legislation which allows the involuntary call-up of reservists to augment Regular Coast Guard personnel in an emergency.

A Request for Support:

Telling It Like It Is

News of interest? The RESERVIST solicits your suggestions, comments, but above all, your information. In particular, we need good quality pictures and articles, to give credit to our personnel who have taken the front in establishing a New Direction under Augmentation.

Successful internal and external relations are necessary for any program to bear success. And the quality reflected in our efforts

is mirrored by how well our efforts are reported. In other words, if augmentation is working for you and your unit, tell us about it so we can tell others. And this means GOOD quality photographs and GOOD, factual and interesting articles.

We are only as good as your efforts, and your efforts only can be told by how well you tell us about them.



WELL DONE!--Representative Frank M. CLARK (D-PA), Chairman of the Coast Guard, Coast and Geodetic Survey and Navigation Subcommittee, House Merchant Marine and Fisheries Committee, receives the "Well Done" Award of the Coast Guard Affairs Committee, Reserve Officers Association, from Captain Joseph V. WIELERT, USCGR, Chairman, Coast Guard Affairs Committee, ROA, at a luncheon in Rochester, Pennsylvania. Congressman CLARK was honored for his efforts on behalf of the Coast Guard Reserve. Also taking part in the presentation are Commander Walter HALL, USCGR (left), Chief, Reserve Division, Second Coast Guard District; and (in the background) Lieutenant Commander David BOND, USCGR, Commanding Officer of a Pittsburgh Reserve unit.

Augmentation Showing What 'Can Do' Petty Officers Can Do

For the Jersey City, New Jersey Reserve unit, augmentation in the Third Coast Guard District is "showing what 'can-do' petty officers really are all about", according to the unit's commanding officer.

"Augmentation is in full swing and reports coming back from the field indicate that all is going well," Commander HERSH, unit CO notes. In particular, he says that augmentation is extremely beneficial to the BM and EN personnel.

Under the supervision of Warrant Officer ALBORE, six rated and one non-rated enginemen are augmenting the CGC TAMAROA when the cutter is in port. While onboard the TAMAROA, his men work with the ship's enginemen. "The friendship and cohesiveness of Reserve and Regular personnel began to grow immediately," Mr. ALBORE said. "Our men are learning the 'Watch Quarter and Station Bill', take part in drills when they are called and function as crew when

aboard. They are earning respect by giving a good day's work and are treated as anyone else on the ship, and are anxious to make the augmentation program successful by their performance."

When the TAMAROA is out to sea, the men augment with Sandy Hook group, their goal eventually to qualify all enginemen in the operation of a SAR mission. The reservists, Mr. ALBORE says, have been given "extraordinary cooperation" in the augmentation effort.

In a preliminary exam check-off sheet for boat engineer form CG 313 SAR Manual, which was administered by the group engineer at Sandy Hook, the group CO wrote, "...he would have been happy with a 50 percent correct response to all questions at this time. Instead, he was overwhelmed by a better than 90 percent plus correct average for the men," Mr. ALBORE related. "He further

(see "AUGMENTING", page four)

Augmentation Results In Achievements

"Although INACDUTRA periods are being cut back during the winter months, meaningful augmentation... will continue to be performed whenever the opportunity arises," stresses Captain L. N. DONOHOE, Commander, Ninth Coast Guard District (r), in a recent report on augmentation projects in his district.

And quite an impressive list of augmentation achievements it is.

On the evening of 13 November 1972, Toledo and other communities along western Lake Erie were hit by a storm, with strong gale force winds blowing from the northeast, piling up water along the western end of Lake Erie, breaking through and blowing over dikes and causing extensive flooding in low-lying areas along the lake.

Storm and flood damage was estimated in the millions of dollars and hundreds of persons were left homeless. The area around Toledo was still struggling to recover on the weekend of 18 November, when ORTUPS 09-82655 was scheduled to drill.

At that time, 13 men from this unit went into the stricken area to pump water from many flooded homes and to help clear debris. "Their enthusiastic voluntary assistance greatly helped ease the burden of many of the victims," Captain DONOHOE reported.

(EDITOR'S NOTE: Future domestic Emergencies of this magnitude will be considered for use of the new "Involuntary Call-up" legislation. It is the Commandant's desire to use the new legislation several times a year for major disasters of this nature.)

Surveillance of special interest vessels also has provided numerous augmentation opportunities during recent weeks. Boat and vehicle patrols have been conducted for Captain of the Port at Cleveland, Detroit and Chicago.

In Cleveland, for example, boat crews comprised entirely of reservists conducted night patrols during their weekend drill. Other assistance in the form of entire

(see "AUGMENTATION", page four)

VADM Sargent Stresses Importance

Committee Seeks Twin Image for Reserve: Employer Support, Public Understanding

The National Committee for Employer Support of the Guard and Reserve conducted an "action" session on 8 December 1972, to map strategy for the implementation of a nationwide campaign aimed at furthering the goals of the Committee: to develop better public understanding of the vital role of the Reserve Forces and to obtain the full support and cooperation of employers in both allowing and encouraging their employees to participate in National Guard and Reserve programs.

The success of the Committee in these efforts is of considerable importance and consequence to the Coast Guard Reserve. Under augmentation, in particular, and the New Direction of the Coast Guard Reserve in general, support of employers is necessary for both continuing present programs as well as new programs and recruitment of personnel.

This was pointed out by Vice Admiral Thomas R. SARGENT III, Vice Commandant of the Coast Guard, who addressed the meeting as one of several distinguished speakers which included Secretary of the Navy John W. WARNER, Army Chief of Staff General Creighton W. ABRAMS, Assistant Secretary of Defense Roger T. KELLEY and Dr. Theodore C. MARRS, Deputy Assistant Secretary of Defense.

"The Coast Guard," VADM SARGENT noted, "fully supports this exciting and very worthwhile project...because your success is necessary to our success."

The admiral explained that with full employer support the Reserve could tap two potential sources of valuable manpower. One, he said, is that group which would like to become more involved but holds back because of concern over possible employer reprisals. And the other is that untapped resource of former servicemen who are potential reservists but never join because they believe that Reserve membership would adversely affect their job status.

"The expanding Reserve augmentation program, the new responsibilities that have been placed on the Regular Coast Guard by recent legislation and the new involuntary Reserve call-up legislation--all of

which involve direct Reserve support of Regular Coast Guard missions and tasks--call for increased reliance on the Reserve and on the individual Coast Guard Reservist.

"This," the Vice Commandant added, "is our version of the 'Total Force Concept'."

Under "business as usual", he said, the Coast Guard would have welcomed the Committee's program. But under the CG Reserve's "New Direction", the Committee's employer support campaign "is vitally needed."

"The understanding and backing of the employers of our Reservists is one important, perhaps the most important, element common to our entire program. We must have that understanding of what we are doing to make this program work," Vice Admiral SARGENT emphasized.

The need for the new program fostered by the Committee stems from the "Total Force Concept" and its reliance upon National Guard and Reserve units to back up the active forces rather than resorting to the draft. The Committee is concerning itself with an increasing problem in keeping the National Guard and Reserve fully manned--employer resistance to membership by their employees in the "part-time" military forces.

The Committee, established by President Richard M. Nixon, is dedicated to developing a better understanding of the importance of the National Guard and Reserve to our national security and of encouraging a positive attitude toward this more cost-effective defense force.

The follow-on action as a result of this meeting will be to arrange for meetings with employers in various parts of the country where there are National Guard and Reserve units. At such meetings, a presentation stressing the importance of the Reserve forces will be made in an effort to enlist the understanding and support of the employers.

To gather support, each employer will be invited to sign a statement of support of the National Guard and

Reserve. The statement will show that the employer recognizes the need for the Guard and Reserve in the national defense and is willing to support that need through personnel policies which encourage employee participating in the Guard and Reserve.

The Advisory Council is composed of business executives, media representatives, professional people and other community leaders who also are members of the National Guard and Reserve components.

The Advisory Council is composed of business executives, media representatives, professional people and other community leaders who also are members of the National Guard or one of the Reserve components. Members of this council are the grass-roots contacts for the Committee and the program.

The chairman of the committee is James W. ROCHE, retired Chairman of the Board of General Motors. He was with GM for 44 years before his retirement as its chief executive in 1971. The Executive Committee includes 20 distinguished representatives from all facets of industry and services. The Coast Guard Reserve is represented on the Executive Committee by RADM M. Wayne STOFFLE, USCGR (Ret) and on the Advisory Council by RADM Arnold I. SOBEL, USCGR, and CDR Thomas L. O'Hara, USCGR.

(Note: CO's are requested to tell employers what their employee/Reservist is doing.)

Reservist Distribution

The Ninth District (r) office has announced a new method of distributing the RESERVIST by handing them out along with drill pay checks. The reason, the district reports, is to stress the importance of the information the RESERVIST contains, noting that the material is especially important to each member of the selected Reserve during this period of New Direction for the Reserve program.

Augmenting: Impressive List

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stated that if he had to assign these men immediately, he would feel completely confident of them."

At the same time, other unit members are conducting pier surveys on the Hackensack and Passaic Rivers. The information obtained from the surveys is kept on file at the unit, and the goal of the operation is to have every facility on the two rivers, within a specified area, listed on this file.

Chief HERNEST, in charge of augmenting the Governor's Island security force, reports that usually two of the unit's men are sent to the New York side of the island where they issue permits to visitors for admittance to the island. Two more men are assigned to two patrol cars, charged with patrolling the island with the regular security forces. The other member of the chief's group is being taught the procedures of directing traffic from the ferry.

Chief SMITH and the BM's under him have been augmenting the 110-foot tug SAUK. Although his report has not been received, it is understood that the chief has qualified as OOD both in port and underway. Also, one of his men has qualified in making steak and eggs as well as the other BM duties, and CDR HERSH notes, "Oh well, if we augment or activate, we will know who can help us out in the galley."

Augmentation: 9th District Shows Impressive Results

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crews was given on at least six other days. This type of assistance and other duties performed on increment drills in the Detroit area have resulted in letters of appreciation from Admiral HECKMAN, Commander, Ninth Coast Guard District, to the Detroit area Reserve units.

The Port Huron incident, which involved the sinking of the vessel Sidney Smith (reported in the September issue of the RESERVIST) was the Ninth District's major ACDUTRA augmentation effort. The case was terminated in October, 1972. Reservists were on duty continuously throughout the entire four and a half months during the incident, providing 1,156 man-days of service.

One of the more meaningful ongoing augmentation programs in this district is the continued Reserve contribution to the now vital recruiting effort. Each district ORTU has designated an outstanding member as the unit recruiter. This recruiting force effectively devotes all regularly scheduled drill periods and all ACDUTRA time to recruiting.

COTP Detroit wants one rated man or officer on ACDUTRA at all times during December, January and

February for operation Coal Shovel. This operation is connected with the three-year trial period of extension of the Ice Navigation Season. Reservists currently are being assigned to these projects.

Other special ACDUTRA augmentation projects include requests from COTP Buffalo and COTP Detroit. Buffalo has had a reduction in its COTP personnel and wants one rated Port Securityman on ACDUTRA at all times beginning in December.

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All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.

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